TOWN OF SEABROOK ISLAND

ORDINANCE NO. 2020-05

ADOPTED __________

AN ORDINANCE AMENDING THE TOWN CODE FOR THE TOWN OF SEABROOK ISLAND, SOUTH CAROLINA; CHAPTER 28, TRAFFIC AND MOTOR VEHICLES; ARTICLE I, IN GENERAL; SO AS TO ADD A NEW SECTION RELATING TO THE USE OF ELECTRIC PEDAL-ASSIST BICYCLES ON BICYCLE PATHWAYS WITHIN THE TOWN OF SEABROOK ISLAND

WHEREAS, pursuant to Section 28-1 of the Town Code for the Town of Seabrook Island (the “Town Code”), the Town has adopted, by reference, the Uniform Act Regulating Traffic on Highways, as contained within Title 56, Chapter 5, of the South Carolina Code of Laws, 1976, as amended; and

WHEREAS, the Uniform Act Regulating Traffic on Highways does not contain provisions specific to a certain class of vehicles commonly referred to as “electric pedal-assist bicycles;” and

WHEREAS, the Seabrook Island Property Owners Association recently amended its Rules and Regulations to permit the use of certain types of electric pedal-assist bicycles along private roads and pathways within SIPOA’s jurisdiction; and

WHEREAS, the Mayor and Council of the Town of Seabrook Island wish to amend Chapter 28, Article I, of the Town Code so as to allow the use of certain types of electric pedal-assist bicycles on public roads and bicycle pathways within the Town; and

WHEREAS, the Town Council is authorized to amend Chapter 28, Article I, pursuant to Section 1-9 (“Amendments to Code”) of the Town Code; and

WHEREAS, a public hearing on the proposed amendments was advertised and held on Tuesday, March 24, 2020, with public comments duly noted; and

WHEREAS, the Town Council has thoroughly considered this matter and believes the proposed amendments to the Town Code are in the best interest of the Town;

NOW, THEREFORE, pursuant to the authority granted by the Constitution and the General Assembly of the State of South Carolina, BE IT ORDAINED BY THE MAYOR AND COUNCIL FOR THE TOWN OF SEABROOK ISLAND:

SECTION I. Amending Chapter 28, Article I, of the Town Code. The Town Code for the Town of Seabrook Island, South Carolina; Chapter 28, Traffic and Motor Vehicles; Article I, In General; is hereby amended to read as follows:

Chapter 28 – TRAFFIC AND MOTOR VEHICLES

ARTICLE I. – IN GENERAL
Sec. 28-1. – State law adopted.

Unless otherwise specifically covered by this chapter, all of the provisions and requirements of the general law of the state regulating traffic on highways as contained in S.C. Code 1976, title 56, chapter 5, as now in force or as hereafter amended and insofar as such provisions can have application within the town, are adopted and incorporated by reference as if fully set forth in this chapter. All persons within the town shall strictly comply with all of the regulations imposed by this chapter, when applicable.

Sec. 28-2. – Electric pedal-assist bicycles.

(a) Notwithstanding the requirements of Sec. 28-1, class 1 electric pedal-assist bicycles shall be permitted along any public road or pathway within the town where bicycles are permitted and shall be subject to the same general provisions and requirements applicable to bicycles.

(b) For purposes of this section, the following definitions shall apply:

(1) “Bicycle” shall mean a device propelled solely by pedals, operated by one or more persons, and having two or more wheels, except children’s tricycles.
(2) “Low speed electric bicycle” shall mean a two- or three-wheeled vehicle with fully operable pedals and an electric motor of less than 750 watts (1 h.p.), whose maximum speed on a paved level surface, when powered solely by such a motor while ridden by an operator who weighs 170 pounds, is less than 20 miles per hour.
(3) “Class 1 electric pedal-assist bicycle” shall mean a low speed electric bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.

Sec. 28-23. - Enforcement; penalty.

The town shall administer and enforce the provisions of this chapter directly and/or by contract with the county. A violation of any of the provisions of this chapter shall be a misdemeanor, and shall be punished by a fine and/or other penalty as authorized in section 1-7.


SECTION 2. Severability.

If any section, subsection, paragraph, clause, or provision of this ordinance shall be deemed to be unconstitutional, unenforceable, or otherwise invalid by the final decision of a court of competent jurisdiction, it shall be construed to have been the legislative intent of Town Council to pass said ordinance without such unconstitutional provision, and the validity of all remaining sections,
subsections, paragraphs, clauses, or provisions of said ordinance shall not be affected thereby. If said ordinance, or any provision thereof, is held by the final decision of a court of competent jurisdiction to be inapplicable to any person, group of persons, property, kind of property, circumstances or set of circumstances, such holding shall not affect the applicability thereof to any other persons, property or circumstances.

SECTION 3. Conflicting Ordinances Repealed.

All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION 4. Effective Date.

This ordinance shall be effective from and after the date of adoption.

SIGNED AND SEALED this _____ day of ___________________, 2020, having been duly adopted by the Town Council for the Town of Seabrook Island on the _____ day of ___________________, 2020.

First Reading: February 25, 2020
Public Hearing: March 24, 2020
Second Reading: March 24, 2020

John Gregg, Mayor

ATTEST

Faye Allbritton, Town Clerk
There are 3 sections in the Rules & Regs that were edited to include the E-bikes.

Definitions:
Pedal Assist Bicycles/Tricycles (Class 1 only): means a bicycle/tricycle with operable pedals equipped with a motor that provides assistance ONLY when the rider is pedaling, and that ceases to provide assistance when the bicycle/tricycle reaches the speed of 20 miles per hour. The electric motor is less than 750 watts (1 h.p.), and has no throttle.

Permitted/Non-permitted vehicles:
The operation of motorcycles, motorized scooters, mopeds, go-carts, motorized skateboards or similar motorized vehicles (with the exception of Class 1 pedal assist bicycles/tricycles) is prohibited within the SID unless authorized by SIPOA for special purposes or events on a case-by-case basis.

Vehicle Rules:
Bicycle/Tricycle Pedal Assist (Class 1) Vehicle Rules
a. Pedal Assist Bicycles/Tricycles (Class 1 ONLY) are permitted within the SID.
b. All Pedal Assist Bicycles/Tricycles must be registered with SIPOA Administration, and display a SIPOA decal.
c. Cyclists must ride single file with the traffic, stop for stop signs, and obey applicable traffic rules.
d. Bicycles/tricycles may not be ridden after dark unless equipped with lights and reflectors.
e. Bicycles/tricycles may not be ridden on the boardwalks.
f. All cyclists are encouraged to wear helmets when riding bicycles.
ORDER NO. 3376

Subject: Increasing Recreational Opportunities through the use of Electric Bikes

Sec. 1 Purpose. This Order is intended to increase recreational opportunities for all Americans, especially those with physical limitations, and to encourage the enjoyment of lands and waters managed by the Department of the Interior (Department). This Order simplifies and unifies regulation of electric bicycles (e-bikes) on Federal lands managed by the Department and also decreases regulatory burden.

Sec. 2 Authorities. This Order is issued under the authority of section 2 of Reorganization Plan No. 3 of 1950 (64 Stat. 1262), as amended, as well as other relevant statutes.

Sec. 3 Background. Bicycling is an excellent way for visitors to Federal lands to experience America’s rich natural heritage. Bicycling has been popular in America since the early nineteenth century. Since then, innovation in the design and production of bicycles has dramatically increased mechanical efficiency, opening bicycling to a greater number of people in a larger number of environmental and geographical conditions.

A relatively recent addition to the design of some bicycles is a small electric motor which can provide an electric power assist to the operation of the bicycle. Reducing the physical demand to operate a bicycle has expanded access to recreational opportunities, particularly to those with limitations stemming from age, illness, disability or fitness, especially in more challenging environments, such as high altitudes or hilly terrain.

While e-bikes are operable in the same manner as other types of bicycles and in many cases they appear virtually indistinguishable from other types of bicycles, the addition of a small motor has caused regulatory uncertainty regarding whether e-bikes should be treated in the same manner as other types of bicycles or, alternatively, considered to be motor vehicles. This uncertainty must be clarified. To resolve this uncertainty the Consumer Product Safety Act (Act) provides useful guidance. That Act defines a “low-speed electric bicycle” to include a “two- or three-wheeled vehicle with fully operable pedals and an electric motor of less than 750 watts (1 h.p.), whose maximum speed on a paved level surface, when powered solely by such a motor while ridden by an operator who weighs 170 pounds, is less than 20 mph”, subjecting these low-speed e-bikes to the same consumer product regulations as other types of bicycles (15 U.S.C. § 2085). A majority of States have essentially followed this definition in some form.

Uncertainty about the regulatory status of e-bikes has led the Federal land management agencies to impose restrictive access policies treating e-bikes as motor vehicles, often inconsistent with State and local regulations for adjacent areas. The possibility that in some cases e-bikes can be propelled solely through power provided by the electric motor, a function often used in short duration by older
or disabled riders as an assist, has contributed to confusion about e-bike classification. Further, Federal regulation has not been consistent across the Department and has served to decrease access to Federally owned lands by e-bike riders.

Sec. 4 Policy. Consistent with governing laws and regulations:

a) For the purpose of this Order, "e-bikes" shall mean "low-speed electric bicycle" as defined by 15 U.S.C. § 2085 and falling within one of the following classifications:

i) "Class 1 electric bicycle" shall mean an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour;

ii) "Class 2 electric bicycle" shall mean an electric bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour; and

iii) "Class 3 electric bicycle" shall mean an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour.

b) E-bikes shall be allowed where other types of bicycles are allowed; and

c) E-bikes shall not be allowed where other types of bicycles are prohibited.

Sec. 5 Implementation. I direct the Assistant Secretaries for Fish and Wildlife and Parks, Land and Minerals Management, and Water and Science, as appropriate, to do the following:

a) Within 14 days of the date of this Order, unless otherwise prohibited by law or regulation:

i) To the extent existing regulations allow, adopt a Bureau/Service-wide policy that conforms to the policy set forth in Sec. 4 of this Order;

ii) Amend or rescind any prior written policies as appropriate;

iii) Instruct the Director, Fish and Wildlife Service (FWS) to develop a proposed rule to revise 50 CFR § 25.12 and any associated regulations to be consistent with this Order, add a definition for e-bikes consistent with 15 U.S.C. § 2085, and expressly exempt all e-bikes as defined in Sec. 4a from falling under the definition of off-road vehicle;

iv) Instruct the Director, National Park Service (NPS) to develop a proposed rule to revise 36 CFR § 1.4 and any associated regulations to be consistent with this Order, add a definition for e-bikes consistent with 15 U.S.C. § 2085, and expressly exempt all e-bikes as defined in Sec. 4a from the definition of motor vehicles;
v) Instruct the Director, Bureau of Land Management (BLM) to develop a proposed rule to revise 43 CFR § 8340.0-5 and any associated regulations to be consistent with this Order, add a definition for e-bikes consistent with 15 U.S.C. § 2085, and expressly exempt all e-bikes as defined in Sec. 4a from the definition of off-road vehicles or motorized vehicles; and

vi) Instruct the Commissioner, Bureau of Reclamation (BOR) to develop a proposed rule to revise 43 CFR § 420.5 and any associated regulations to be consistent with this Order, add a definition for e-bikes consistent with 15 U.S.C. § 2085, and expressly exempt all e-bikes as defined in Sec. 4a from the definition of off-road vehicles.

b) Within 30 days of the date of this Order, submit a report to the Secretary including:

i) A summary of the policy changes enacted in response to this Order;

ii) A summary of any laws or regulations that prohibit the full adoption of the policy described by this Order; and

iii) A timeline to seek public comment on changing any regulation described above.

c) Within 30 days of the date of this Order, provide appropriate public guidance regarding the use of e-bikes on public lands within units of the National Park System, National Wildlife Refuge System, lands managed by BLM, and lands managed by BOR.

Sec. 6 Effect of the Order. This Order is intended to improve the internal management of the Department. This Order and any resulting reports or recommendations are not intended to, and do not create any right or benefit, substantive or procedural, enforceable at law or equity by a party against the United States, its departments, agencies, instrumentalities or entities, its officers or employees, or any other person. To the extent there is any inconsistency between the provisions of this Order and any Federal laws or regulations, the laws or regulations will control.

Sec. 7 Expiration Date. This Order is effective immediately. It will remain in effect until its provisions are implemented and completed, or until it is amended, superseded, or revoked.

Secretary of the Interior

Date: AUG 29 2019
Policy Memorandum 19-01

To: Regional Directors
Associate and Assistant Directors
Superintendents
Chief, United States Park Police

From: Deputy Director
Exercising the Authority of the Director

Subject: Electric Bicycles

Purpose

Electric bicycles (e-bikes) are appearing in national parks with greater frequency. This Policy Memorandum (Memorandum) addresses this emerging form of recreation so that the National Park Service (NPS) can exercise clear management authority over the use of e-bikes within the National Park System.

This Memorandum defines “e-bikes” consistent with Federal law and a majority of State laws and provides for their use and regulation on the same basis as bicycles without power assist capabilities (“traditional bicycles”).

Background

Definition of E-bikes

An e-bike is a two- or three-wheeled cycle with fully operable pedals and an electric motor of less than 750 watts (1 h.p.) that provides propulsion assistance.

A Federal definition of “low speed electric bicycle” is included in the Consumer Product Safety Act.¹ Many States have adopted policies for regulating e-bikes consistent with this Federal definition, including in some cases a labeling requirement identifying an e-bike’s compliance with the following classifications:

¹ 15 U.S.C. 2085 states: “For purposes of this section, the term ‘low-speed electric bicycle’ means a two- or three-wheeled vehicle with fully operable pedals and an electric motor of less than 750 watts (1 h.p.), whose maximum speed on a paved level surface, when powered solely by such a motor while ridden by an operator who weighs 170 pounds, is less than 20 mph.”
“Class 1 electric bicycle” shall mean an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.

“Class 2 electric bicycle” shall mean an electric bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour.

“Class 3 electric bicycle” shall mean an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour.

Devices with electric motors of 750 watts (1 h.p.) or more of power and not included as Class 1, Class 2 or Class 3 in the classification system above should be managed as motor vehicles under 36 CFR part 4. Under 36 CFR 4.10, motor vehicles are allowed on park roads and on routes and areas designated for off-road motor vehicle use.

Benefits of E-bikes

E-bikes advance Healthy Parks Healthy People goals to promote parks as a health resource by supporting a healthy park experience that is accessible, desirable, and relatable to people of all abilities, and by minimizing human impact through the expansion of active transportation options in parks. Specifically, e-bikes can:

- **Increase bicycle access to and within parks.** E-bikes make bicycle travel easier and more efficient, because they allow bicyclists to travel farther with less effort.

- **Expand the option of bicycling to more people.** E-bikes provide a new option for people who want to ride a bicycle but might not otherwise do so because of physical fitness, age, or convenience, especially at high altitude or in hilly or strenuous terrain.

- **Mitigate environmental impacts.** When used as an alternative to gasoline- or diesel-powered modes of transportation, e-bikes can reduce greenhouse gas emissions and fossil fuel consumption, improve air quality, and support active modes of transportation for park staff and visitors. Similar to traditional bicycles, e-bikes can decrease traffic congestion, reduce the demand for vehicle parking spaces, and increase the number and visibility of cyclists on the road.

Policy

E-bikes are allowed where traditional bicycles are allowed. E-bikes are not allowed where traditional bicycles are prohibited, including wilderness areas. Except on park roads\(^2\) and other

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\(^2\) Park road means the main-traveled surface of a roadway open to motor vehicles that is owned, controlled or otherwise administered by the NPS. 36 CFR 1.4. Roads include bicycle infrastructure that is part of a road such as bike lanes and shoulders.
locations where use of motor vehicles by the public is allowed, operators may only use the power provided by the electric motor to assist pedal propulsion of an e-bike. The intent of this policy is to allow e-bikes to be used for transportation and recreation in a similar manner to traditional bicycles.

Regulations for traditional bicycles in paragraphs (f), (g), and (h) of 36 CFR 4.30 relate to closures and other use restrictions, other requirements, and prohibited acts.

- **Paragraph (f)** allows superintendents to limit or restrict or impose conditions on bicycle use or close any park road, trail, or portion thereof to bicycle use after taking into consideration public health and safety, natural and cultural resource protection, and other management activities and objectives.

- **Paragraph (g)** states that bicycle use is subject to (1) certain NPS regulations that apply to motor vehicles;³ and (2) State laws regarding bicycles that are not otherwise addressed by NPS regulations.⁴

- **Paragraph (h)** prohibits possessing a bicycle in wilderness and contains NPS safety regulations for the use of bicycles.⁵

This Memorandum requires that these provisions also govern the use of e-bikes so that the use of e-bikes and traditional bicycles are generally regulated in the same manner. Superintendents may limit or restrict or impose conditions on bicycle use, including specific limitations on e-bike use, or may close any park road, parking area, administrative road, trail, or portion thereof to such bicycle use and/or e-bike use, or terminate such condition, closure, limit or restriction after:

1. Taking into consideration public health and safety, natural and cultural resource protection, and other management activities and objectives; and

2. Notifying the public through one or more methods listed in 36 CFR 1.7.

Any such bicycle or e-bike closures and restrictions should be included in the park compendium. Superintendents should understand State and local rules addressing e-bikes so that the use of e-bikes within a park area is not restricted more than in adjacent jurisdictions, to the extent possible.

NPS staff should gather and maintain information about the use of e-bikes within the park area, including information about impacts and visitor use patterns. This information may inform future decision making about the use of e-bikes within the National Park System.

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³ Specifically, sections 4.12 (Traffic control devices), 4.13 (Obstructing traffic), 4.20 (Right of way), 4.21 (Speed limits), 4.22 (Unsafe operation), 4.23 (Operating under the influence of alcohol or drugs), and 4.30(f) (Closures and other use restrictions).

⁴ State laws concerning the definition, safety operation, and licensing of e-bikes vary from State to State. A growing number of States use the three-class system to differentiate between the models and speeds of e-bikes.

⁵ Specifically, paragraphs (h)(2)-(5) (relating to designated wilderness and operation during periods of low visibility, abreast of another bicycle, and with an open container of alcohol).
Required Actions

Superintendents are directed to manage e-bikes consistent with this Memorandum under the authority in 36 CFR 1.5(a)(2). This authority allows superintendents to designate areas for a specific use or activity, or impose conditions or restrictions on a use or activity.

Superintendents must take the following actions as soon as possible, but no later than 30 days after the issuance of this Memorandum or the introduction of e-bikes in the park area, whichever is later:

1. Insert the following language in the park compendium:

The term “e-bike” means a two- or three-wheeled cycle with fully operable pedals and an electric motor of less than 750 watts (1 h.p.).

E-bikes are allowed in [insert name of park] where traditional bicycles are allowed. E-bikes are prohibited where traditional bicycles are prohibited. Except where use of motor vehicles by the public is allowed, using the electric motor to move an e-bike without pedaling is prohibited.

A person operating an e-bike is subject to the following sections of 36 CFR part 4 that apply to the use of traditional bicycles: sections 4.12, 4.13, 4.20, 4.21, 4.22, 4.23, and 4.30(h)(2)-(5).

Except as specified in this Compendium, the use of an e-bike within [insert name of park] is governed by State law, which is adopted and made a part of this Compendium. Any violation of State law adopted by this paragraph is prohibited.

2. Comply with the requirements in 36 CFR 1.5, including the requirement to provide adequate public notice in accordance with 36 CFR 1.7.

3. Comply with all applicable laws implicated by the compendium action, including the National Environmental Policy Act of 1969 (NEPA). The compendium action will ordinarily fall within the categorical exclusion specified in section 3.3.D.3 of the National Park Service NEPA Handbook for which documentation is required.6

No Third Party Enforceability

This Memorandum is intended only to improve internal management of the NPS, and is not intended to, and does not, create any right or benefit, substantive or procedural, enforceable at law or in equity by a party against the United States, its departments, agencies, instrumentalities or entities, its officers or employees, or any other person.

------End of Policy Memorandum------

6 “Minor changes in programs and regulations pertaining to visitor activities.” National Park Service NEPA Handbook (2015), section 3.3.D.3 (p. 56).
National Park Service Announces Policy for Electric Bicycle Use in National Parks

Date: August 30, 2019
Contact: NewsMedia@nps.gov

Use of e-bikes will increase access to recreational opportunities in parks

WASHINGTON - On August 30, the National Park Service announced a new electric bicycle (e-bike) policy for national parks, expanding recreational opportunities and accessibility. The policy supports Secretary’s Order 3376, signed by U.S. Secretary of the Interior David Bernhardt on August 29, that directs Department of the Interior (DOI) bureaus to create a clear and consistent e-bike policy on all federal lands managed by the Department. The policy also supports Secretary’s Order 3366 to increase recreational opportunities on public lands.

A majority of states have adopted e-bike policies, most following model legislation that allows for the 3 classes of e-bikes to have access to bicycle trails. The NPS e-bike policy seeks to provide some consistency with the state rules applying where park units are located.

“As more Americans are using e-bikes to enjoy the great outdoors, national parks should be responsive to visitors’ interest in using this new technology wherever it is safe and appropriate to do so,” said National Park Service Deputy Director P. Daniel Smith. “They make bicycle travel easier and more efficient, and they provide an option for people who want to ride a bicycle but might not otherwise do so because of physical fitness, age, disability, or convenience, especially at high altitudes or in hilly or strenuous terrain.”

This new policy will enable visitors to use e-bikes, low-speed electric bicycles with power assistance, in the same manner as traditional bicycles, allowing them on park roads, paved or hardened trails, areas designated for off-road motor vehicle use and administrative roads where traditional bikes are allowed. The operator of an e-bike may only use the motor to assist pedal propulsion. The motor may not be used to propel an e-bike without the rider
also pedaling, except in locations open to public motor vehicle traffic.

Similar to traditional bicycles, e-bikes are not allowed in designated wilderness areas. Park superintendents will retain the right to limit, restrict, or impose conditions of bicycle use and e-bike use in order to ensure visitor safety and resource protection. Over the coming month, superintendents will work with their local communities, staff and partners to determine best practices and guidance for e-bike use in their parks. Visitors should check the website of the park they plan to visit for details about where e-bikes are permitted and any other considerations specific to that park.

E-bikes make bicycle travel easier and more efficient, because they allow bicyclists to travel farther with less effort. When used as an alternative to gasoline- or diesel-powered modes of transportation, e-bikes can reduce greenhouse gas emissions and fossil fuel consumption, improve air quality, and support active modes of transportation for park staff and visitors. Similar to traditional bicycles, e-bikes can decrease traffic congestion, reduce the demand for vehicle parking spaces, and increase the number and visibility of cyclists on the road.

A copy of the National Park Service’s new e-bike policy is available online.

Safety information and Frequently Asked Questions are on the Electric Bicycles (e-bikes) in National Parks website.

A copy of the National Park Service’s new e-bike policy is available online.

About the National Park Service. More than 20,000 National Park Service employees care for America’s 419 national parks and work with communities across the nation to help preserve local history and create close-to-home recreational opportunities. Learn more at www.nps.gov, and on Facebook, Instagram, Twitter, and YouTube.

Tags: e-bikes, biking

Last updated: September 5, 2019
Electric Bicycles (e-bikes) in National Parks

The new e-bike policy will expand recreational opportunities and accessibility.

Jordan Rosen Photography

On August 30, the National Park Service announced a new electric bicycle (e-bike) policy for national parks, expanding recreational opportunities and accessibility. The policy supports Secretary's Order 3376 (PDF), signed by U.S. Secretary of the Interior David Bernhardt on August 29, 2019, that directs Department of the Interior (DOI) bureaus to create a clear and consistent e-bike policy on all federal lands managed by the department. The policy also supports Secretary's Order 3366 (PDF) to increase recreational opportunities on public lands.

This new policy will enhance fun and healthy recreational opportunities for visitors to our national parks and support active transportation options.

- E-bikes make bicycle travel easier and more efficient, because they allow bicyclists to travel farther with less effort.
• E-bikes provide expanded options for visitors who wish to ride a bicycle but may be limited because of physical fitness, age, disability, or convenience.

• When used as an alternative to gasoline- or diesel-powered modes of transportation, e-bikes can reduce greenhouse gas emissions and fossil fuel consumption, improve air quality, and support active modes of transportation for park staff and visitors.

• Similar to traditional bicycles, e-bikes can decrease traffic congestion, reduce the demand for vehicle parking spaces, and increase the number and visibility of cyclists on the road.

Parks are beginning to implement the new policy, so be sure to check with the park you're visiting for details about where e-bikes are permitted and any other considerations specific to that park. Similar to traditional bicycles, e-bikes are not allowed in designated wilderness areas. During the implementation period, park superintendents will work with their local communities, staff, and partners to determine best practices and guidance for e-bike use in their parks. Superintendents will retain the right to limit, restrict, or impose conditions of bicycle use to ensure visitor safety and resource protection. Read the frequently asked questions below for more information about the policy.

Safety

When riding e-bikes in national parks, follow all applicable regulations and be aware of these special safety considerations:

• Mount and dismount the bike carefully. The added weight of the battery and motor assist technology can add 20 or more pounds to the weight of the bike.

• Make yourself visible. Wear bright-colored and reflective clothes.

• Wear a helmet while riding.

• Obey speed limits. Some e-bikes may exceed park speed limits with the motor engaged.

• Pay attention to traffic. Drivers may not be aware that an e-bike rider is traveling close to their speed.

• Slow down at intersections. Make eye contact with other drivers before crossing the intersection.

A copy of the National Park Service's new e-bike policy is available.

Frequently Asked Questions

Does this memorandum address other devices with electric motors, such as electric scooters, electric mopeds, and electric motorcycles?
Why aren’t e-bikes considered vehicles or bicycles under NPS regulations?

Does this memorandum address all types of e-bikes, including e-mountain bikes (eMTBs)?

Does this memorandum restrict how e-bikes may be used?

Are e-bikes allowed where traditional bicycles are prohibited?

Are e-bikes allowed in wilderness areas?

May superintendents restrict the use of e-bikes or close areas to e-bikes under certain circumstances?

Will there be an opportunity for the public to comment on a park-by-park basis on whether to allow e-bikes?

Do state laws apply to the use of e-bikes?

Do e-bikes raise safety issues that are not present with traditional bikes?

Where can I find more information about opportunities for active transportation in national parks, such as walking and bicycling?

Last updated: October 21, 2019